

SECRET

HEADQUARTERS
28th NORAD REGION
HAMILTON AIR FORCE BASE, CALIFORNIA

TAD-7711
EXT 26214

OCT 16 1961

IN REPLY REFER

TO: 28000P

SUBJECT: Aircrew Reports, Project [] (U)

50X1

TO: Commander-in-Chief
North American Air Defense Command ^{of} D
ATTN: MOCC (Colonel Gould)
Ent Air Force Base, Colorado

1. (U) Forwarded are Aircrew Reports on [], 6 October 1961, for your information and retransmittal to Headquarters USAF, ATTN: AFCIG-5 (LtColonel Wilson).

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2. (S) It was obvious that the height, speed and direction of both the target and interceptors varied so radically that the computer could not cope with the problem during the climb phase. The intercept controller could have made a much better setup if he had sacrificed time to maneuver his interceptors into proper position. This would have enabled the computer to function properly and the interceptors to accelerate to the proper mach for a "snap up."

3. (S) The proper position for an interceptor to initiate an attack against a slow, high target would be 80 miles distance on a quartering stern at 35,000 feet, accelerating to 1.4 mach, then climbing to 44,000 feet and accelerating again to V-Max or 1.6 mach. Offset points then would not change the direction of the interceptor materially and would not kill off airspeed required for the snap up.

4. (S) From this discussion, the interceptor pilot comments, and the intercept director comments already forwarded, we can conclude that intercept should not be attempted during the climb. Interceptors should be maneuvered into position to launch an attack toward the end of a climb for ID or a firing pass. Project [] conducted by the 28th Air Division for USAF and ADC proved that the firing pass at these very high altitudes has a good kill probability if aircrews and intercept directors are trained and indoctrinated in the approved tactics.

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NORAD

FOR THE COMMANDER:

N1 24680

Kenneth M. Taylor
KENNETH M. TAYLOR
Colonel, USAF
Deputy for Operations

2 Atch

1. Report Tango Papa 16
6 Oct 61 (C)
2. Report Tango Papa 15
6 Oct 61 (C)

SECRET

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

S-970
281100P 153

Pilot: Capt. Richard A. Dunham
 R/O: Capt. Arthur R. Sakaye
 Call Sign: Tango Papa 16
 Squadron: 83rd Ftr Intcp Sq

6 October 1961

	#1	#2
Airborne Order:	1345	Made good
First Vector:	1349	
Contact:	1353	1400
Judy	1355	1401
ID by type:	1356	1403
Tgt/Interceptor Alt	68M/65M	70M/68M

The attempts were unsuccessful due to improper positioning. Interceptors were set up on beams with a speed of 1.3 M and a target with .6. Had the positioning been from the stern with a straight shot for a minimum of 30 miles, a zoom to target altitude and subsequent ID would be no problem. As it was, the short turn-ins did not allow successful positioning by the aircrew as the zoom maneuver had to be too steep which resulted in less than possible altitude and airspeed at zoom termination. Each pass ended several thousand feet low and 1½ miles behind the target. Future attempts should be stern cut off attacks.

88NR 2215

CONFIDENTIAL

28AD 7797

J-970 7800-61-278

W6061-C-212 28NR138

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Pilot: Capt. Winfield S. Burns Jr.
 R/O : 1st Lt. Larry G. Lighty
 Call Sign: Tango Papa-15
 Squadron: 83rd Far Intcep Sq

6 October 1961

Scramble time: Airborne Order 2145
 Judy Time: 2150

TP-15 was given an airborne order of 2145Z and was airborne at 2144Z. Passing through 10,000 feet, first target information was received indicating target was at 80 miles range or 33,000 feet. Passing 25,000 information that target was climbing rapidly brought no response from controller. Pilot initiated a gate climb and acceleration. Range information was erratic with target heading 040° and fighter heading 240°. A 90° turn to left was made and then a 180° right turn, still accelerating and attempting to gain airspeed. One turn was directed to be "hard as possible". This was done, and as a result the first pass ended in a 135° - 150° quartering head-on. Lock-on was at 12 miles. This first pass was missed and an overshoot was attempted. At this time the pilot had a tally and attempted a snap-up. Insufficient distance was available between the fighter and the target to get to more than 45,000 feet or mach 1.25 at the time snap-up was initiated. The entire attack was made visually since the R/O was unable to get a contact, probably due to the high antenna angle necessary.

I.D. pass was completed at 2200Z with the fighter peaking in its zoom approximately 2-4 thousand feet below the target. No tail numbers were obtained. Target was U-2 at approximately 65,000 feet.

During the entire second attempt, 65,000 feet, very little, if any, control was received from BLAZELESS.

A third attempt was made but was broken off with 3,000 lbs of fuel remaining. This was insufficient fuel to accelerate to a screaming airspeed.

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SSNR 2218

SCAN 7787

S-970 780C-61-278

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